

SAFETY INFORMATION 06/2025

19th June 2025



DANGEROUS GOODS TRAINING FOR GENERAL CARGO ACCEPTANCE PERSONNEL

1 Introduction

- 1.1 As part of the Civil Aviation Authority of Malaysia's (CAAM) ongoing efforts to uphold the highest standards of safety and operational efficiency in air transport, this Safety Information (SI) serves to remind the aviation industry and relevant stakeholders of the mandatory training requirements concerning the handling of general cargo.
- 1.2 This SI highlights the requirement for all personnel involved in the processing and acceptance of general cargo to undergo Dangerous Goods Regulations (DGR) training in accordance with Function 2 of the Civil Aviation Guidance Material (CAGM) 1881 – Competency – Based Training and Assessment for Dangerous Goods (CBTA – DG).

2 Implementation

- 2.1 All air operators and Cargo Terminal Operators (CTO), including any third – party service providers performing general cargo acceptance on their behalf, are required to ensure their personnel are trained and competent in accordance with Function 2, as stipulated in CAGM 1881. Compliance with these DGR training requirements must be embedded within each organisation's internal audit and quality assurance procedures to ensure consistent oversight and adherence.

3 Requirements for Personnel Accepting General Cargo (Function 2)

- 3.1 Personnel responsible for processing or accepting goods presented as general cargo must be competent to perform tasks aimed at preventing undeclared dangerous goods from being accepted into air transport and loaded on an aircraft. They must demonstrate competency in the following areas, as outlined in CAGM 1881, Chapter 5.2:

3.1.1 Dangerous Goods Applicability.

- a) Recognising Dangerous Goods: Personnel shall understand the definition of dangerous goods, recognise the legal framework (global and national) governing their transport, identify the application and scope of these regulations, and differentiate between hazard and risk.
- b) Understanding General Limitations: Personnel should develop an awareness of forbidden dangerous goods, recognise potential hidden dangerous goods, and familiarise themselves with passenger provisions.
- c) Identifying Different Roles and Responsibilities: Personnel shall clarify the individual and collective roles of supply chain stakeholders and recognise the impact of State and operator variations.

3.1.2 Understanding the Importance of Classification & Packaging.

- a) Personnel are required to identify general information about dangerous goods classes and divisions, understand general principles of packing groups, and consider multiple hazards.

3.1.3 Understanding Hazard Communication.

- a) Personnel shall recognise the basic marking and labelling requirements and identify the required documentation for Dangerous Goods shipments.

3.1.4 Processing/Accepting Cargo other than Dangerous Goods, personnel shall:

- a) Check documentation for indications of hidden/undeclared dangerous goods.
- b) Check packages for indications of hidden/undeclared dangerous goods.

4 Emphasis on Identifying Undeclared and Misdeclared Dangerous Goods

4.1 It is crucial to adhere to all these requirements, particularly on the inspection of documentation and packaging for signs of undeclared or misdeclared dangerous goods. Personnel trained under Function 2 play a pivotal in safeguarding air transport by identifying and preventing the inadvertent acceptance of such goods. Competency in these tasks is fundamental to maintaining aviation safety and regulatory compliance.

4.2 Any non-compliance with these requirements, especially involving the transport and carriage of undeclared or misdeclared dangerous goods in an aircraft – constitutes a violation and will result in enforcement actions in accordance with the applicable regulations.

5 Recent Incident and Operator Approval

- 5.1 This Safety Information is further underscored by a recent safety incident in which the Civil Aviation Authority of Singapore (CAAS) identified an undeclared and misdeclared consignment on a flight operating from Kuala Lumpur to Singapore. The consignment was transported by a foreign air operator that was not approved and did not hold the necessary authorisation from CAAM for the carriage of dangerous goods by air.
- 5.2 In light of this, all Cargo Terminal Operators (CTO) are reminded to ensure that any air operator intending to carry dangerous goods in their aircraft to or from Malaysia have obtained the necessary approvals for the carriage of dangerous goods by air from CAAM.

6 Compliance and Audit

- 6.1 All air operators and Cargo Terminal Operators, including their third – party service providers, are required to integrate the Dangerous Goods training requirements into their operational procedures and ensure compliance. This includes:
- a) Establishing a comprehensive training program that aligns with the specific competencies required for Function 2 personnel, as defined in CAGM 1881 – Competency-Based Training and Assessment for Dangerous Goods (CBTA-DG).
 - b) Maintaining complete and up-to-date records of all training, competency assessments, and revalidation activities for personnel involved in general cargo processing and acceptance.
 - c) Embedding DGR training compliance as a critical component into internal audit processes and quality management system.

7 Further Information

- 7.1 For detailed guidance on the Competency – Based Training and Assessment for Dangerous Goods (CBTA – DG), please refer to the Civil Aviation Guidance Material (CAGM) 1881.



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